



PACIFIC COAST
· TOURS ·
THROUGH - THE
CANADIAN
· PACIFIC ·
ROCKIES

.75
.75
1.00



Burgess Pass, near Field, B. C.

Pacific Coast Tours

Through the Canadian Pacific Rockies

THE Pacific is the greatest and the last of oceans—the greatest in extent, the last to be discovered by the modern world and to be made a theatre for maritime history. Europe met at its christening. Asia to-day crosses it to find the home of hopes come true. Of all the lands bordering its far-flung coasts, British Columbia is in some respects the most promising to the settler as well as the most picturesquely varied to the tourist.

It was in 1745 when the French regime was drawing to a bloody-flowered close in Quebec, that Michael Novitski sailed eastward in his moss-calked, skin-sewn shallop in pursuit of sea otter till he touched the antenna of a continent, in the Island of Attu. Other Russian fur traders followed. The wholesome, volcanic Aleutian chain gradually became known to them—flat, mist-drenched islands, given over

in the main to seals and sea birds. But though Russia touched Alaska, she turned back across the Pacific and there is no record of her having entered British Columbia.

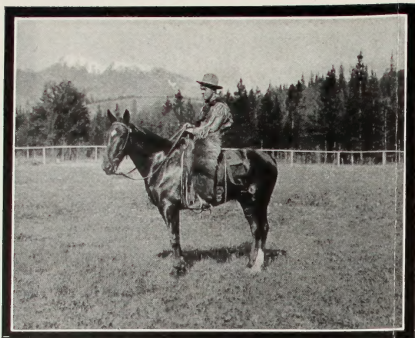
Meantime France was reconnoitering from the east. La Vérendrye crept across the vast prairies, sighted the foothills, saw, perhaps, the looming peaks beyond. Later, in 1751, de Niverville followed, made his way up the muddy waters of the Saskatchewan, built Fort Lajonquiére and would doubtless have ventured into the wonderland of the Rockies but that tidings out of the east called him to help Montcalm against the invading British. Thus France, too, came to the gateway of the Land of Promise and passed by on the other side.

In 1774 the Indians of British Columbia sighted their first vessel, a great-winged bird of happy omen they thought, bearing its Spanish

captain, Juan Perez, in search of new land in which to plant a cross and raise gold. In 1769 the colonization of California began, but was not pressed northward, halcyon shores to the south being more attractive to the good friars who loved gardens as well as souls. Thus Spain came to British Columbia, traded in furs at its doorway and sailed away again.

Fate had reserved the conquest of tremendous peaks, the settling of warm, secluded, sun-drenched fruit valleys for the only race fitted to join them up to the rest of the world by rail—the Anglo-Saxon.

In 1792 Captain Vancouver sailed from England in the "Discovery," rounded the Horn and left his name as a gift for a great island and a greater city on the Canadian Coast. A year later Alexander Mackenzie, seasoned by terrific hardships endured in descending his mighty



Guide at Banff

godchild, the Mackenzie River, in its rush to the Arctic, pushed through the Rockies by the Peace River Pass and stood beside the Pacific. He was a partner in the North West Company, great rival of the Hudson Bay, and northern British Columbia soon became a kingdom ruled by a monarch, the Scottish Chief Factor, who knew nor fear nor favor and lived for naught but furs. Simon Fraser was another Nor'wester, who ran the rapids of the river which bears his name and reached the Pacific in 1806.

What with the rivalries of the Hudson Bay, the Nor'westers and the subsequently formed Pacific Fur Company, to say nothing of tribal warfare among the Indians, the Coast in the early nineteenth century became a spectacular spot. In '58 an additional element of lawless picturesqueness was stirred in by the advent of thirty thousand gold-seekers, who rushed north from San Francisco bound for the rumor-land around the Fraser and Thompson rivers. Just here the British Government stepped in and made the future province into a colony as the one means of anchoring it to its native mountains.

So far British Columbia had been the land of the trail-hitter. No man could win through the terrific defiles of the Rockies or round the gale-smashed Horn unless he were of the pioneer breed and carried his life slung along with his rifle. But when law and order came north of "53" it was time for respectability and a railroad.

Pacific Coast Tours

In 1871 the Canadian Pacific was begun; eleven different surveys across the mountains were patiently worked out, only that ten of them might be ruthlessly cast aside. It was not till November 7, 1885, that the last spike was driven linking the Pacific Coast of Canada with the Atlantic.

To-day the tourist may join the annual pilgrimage of happy pleasure seekers who visit Banff, may stand on some conquered peak from which the endless mountain prospect radiates four hundred miles to the Pacific, a thousand to the Arctic, a thousand and more southward.

He may travel to matchless Lake Louise, where Nature has composed her mountains, her glaciers, her forests into a picture as endlessly changing in light effect as it is forever fixed and satisfying in wonder of line and balance of color-mass.

Seated in a comfortable observation car chair, he may glide down the Kicking Horse Canyon, where, in 1883, Sir Sanford Fleming recorded that he and his guides and his cayuses were "from five to eight hundred feet high on a path of from ten to fifteen inches wide and at some points almost obliterated, with slopes above and below us so steep that a stone would roll into the torrent in the abyss below!"

Leaving the Rockies, the tourist may dash through the Columbia Valley and up into the mighty Selkirks. He may dip south into the orchards of the Okanagan country; he may reach Vancouver city and take passage across the Pacific. Or he may take a Canadian Pacific steamer up the coast to marvellous Alaska, where volcano and glacier are set beside each other and the fiord country rivals Norway, where the salmon cannery beats the gold mine and the fur seal grows fat and lusty in the protected Pribilofs.

Finally, he may come back again across the width of a mighty continent by different ways of equal comfort, without once leaving the lines of the Canadian Pacific Railway.

INTRODUCTION TO THE ROCKIES

FROM the roof garden of the Palliser Hotel at Calgary, one can see the glistening peaks of the Canadian Pacific Rockies sixty miles away. Their call is irresistible—like a magnet they pull the trains of eager travellers. As the train glides into the gap, the little worn-out adjectives drop away, the cheap, trite phrases, the descriptive bits that have been multigraphed until the copy blurs.

For 500 miles the Canadian Pacific Railway follows the wild canyons that the rivers have dug, brawling, glacier-fed, about the feet of the giant peaks. For 500 miles the engine crawls among the giant folds of their robes, where man and his scratched-in-the-rock road-bed are all out of drawing for very littleness.

BANFF

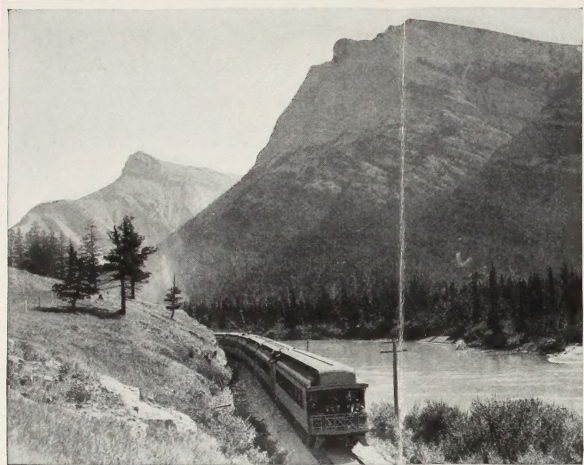
BANFF is the capital of Rocky Mountain Park, which, with Yoho and Glacier parks, contains some one hundred and seventy miles of carriage road, with radiating trails innumerable. Here the Canadian Pacific Railway has placed the most beautifully situated and luxuriously comfortable mountain hotel in the world, overlooking the junction of the Bow and the Spray rivers. Within easy reach are gentle climbs and gorgeous panoramas, the picturesque and brilliantly colored terraces of the Hot Springs; together with stiff and challenging ascents like that of Mount Edith for the proved Alpinist, who will doubtless make his headquarters with the Alpine Club of Canada, on the slopes of Sulphur Mountain.

The buffalo and other animals at Banff, both caged and at large, are a never-failing source of interest.

Lake Minnewanka is the home of huge and fighting trout, a forty-seven pounder being on exhibition at the chalet.

Excellent golf links have been laid out at Banff and there are beautiful river trips.

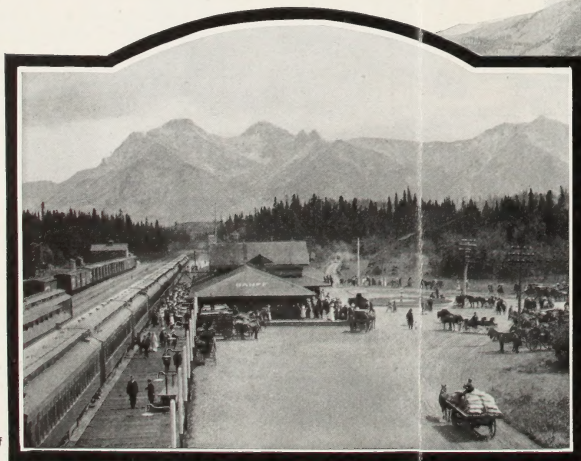
Canadian Pacific Rockies



The Gap



Palliser Hotel, Calgary



Station
at Banff



The Three Sisters,
Canmore, Alberta



On the Bow River

DRIVES AND PONY TRIPS AT BANFF

There are numerous interesting spots in the vicinity, all easily accessible by good carriage roads and bridle paths. A short distance from Banff Springs Hotel are the Bow Falls, a cataract of wonderful beauty; Tunnel Mountain, from which a splendid view of the valley is obtained, and the Cave and Basin, a remarkable formation from which gush natural sulphur springs. Within a radius of three miles are the Hoodoos, natural concrete pillars of various shapes and sizes, Cascade Mountain, Stoney Squaw Mountain, the beautiful Vermilion Lakes, the animal paddocks and Sun Dance Canyon, a deep and curious cleft in the mountain. At a distance of nine miles is Lake Minnewanka, a pretty sheet of water, extremely deep and walled in by tremendous cliffs. The lake is sixteen miles long, with a width of from one to two miles. Two steam launches make the round trip daily.

LOVELY LAKE LOUISE

LAKE LOUISE bears the liquid music, the soft color notes of its name into the realm of the visible. Behind its turquoise mirror rise the stark immensities of Mounts Lefroy and Victoria, the latter, "the big snow mountain above the Lake of Little Fishes," of which the wandering Stonies used to tell. Here, on the margin of this most perfect lake, the Canadian Pacific has placed its Chateau in one of those wonderful upland flower gardens in which the Rockies abound. Yellow violets and columbines, white anemones and green orchids, make merry with the red-flowered sheep laurel and the white-tufted Labrador tea. Be he never so lazy, the tourist has something to reward him in this gay garden backed with the rich-toned lake and the milky green of the glacier.

Pacific Coast Tours

Lake Agnes, "the Goats' Looking Glass," as the Indians used to call it, is a wild tarn shut in by sombre cliffs, a thousand feet above Lake Louise. Here the great white anemone blooms by the late snowdrift and there is the silence of eternity among the high hills. It is reached from the hotel by an easy trail which also takes in the lovely Mirror Lakes.

It is a three-mile trip to Saddleback Mountain, which commands an inspiring view of the famous Paradise Valley. At a distance of about ten miles is Moraine Lake, situated at the head of the valley of the Ten Peaks and reached over a good carriage road recently constructed. Good camping facilities are afforded on the shore of the lake in the midst of scenic surroundings of surpassing beauty and grandeur. The Victoria Glacier, a great palisade of hanging snow, Abbot Pass, a deep canyon between Mounts Victoria and Lefroy, O'Hara Lake, set amid surroundings of wild Alpine grandeur, Cataract Creek, Paradise Valley and the Ptarmigan Lakes are among the notable spots well worthy of a visit. The new Upper Glacier Trail to Victoria Glacier is of exceptional interest and beauty.

THE SPIRAL TUNNELS

NEAR Hector is the Great Divide. There are two streams here issuing together and setting out the one east, the other west, on their long journeys to two oceans. Between Hector and Field the Canadian Pacific has driven through the solid rock two ingenious spiral tunnels, which reduce the old 4.5 grade to 2.2.

FIELD

MOUNT STEPHEN is the most climbed mountain in the Rockies. Anybody can do it with pluck; everybody wants to do it; and the Canadian Pacific Railway, by the placing of its hotel under the lee of the great peak, invites them to try. Other near-by sights are the Natural Bridge, the silver mines high up on the mountain side, and the Fossil Beds, which annually draw geologists from all over the continent.

Field is also the headquarters for the Yoho Valley trips. Emerald Lake, green as its name, is a seven-mile carriage drive, at the end of which tea may be had in the cosy little chalet. Takakkaw means "It is wonderful!" And even the stoical Indian had to admit that the falls that now bear this curious name deserved the exclamation.

Sir James Outram says, "The torrent, issuing from an icy cavern, rushes tempestuously down a deep winding chasm till it gains the verge of the unbroken cliffs, leaps forth in sudden wildness for 150 feet, and then in a stupendous column of pure white sparkling water, broken by giant jets descending rocket-like and wreathed in volumed spray, dashes upon the rocks almost a thousand feet below, and breaking into a milky series of cascading rushes for five hundred feet more, swirls into the swift current of the Yoho River." The fourteen-mile drive to Takakkaw Falls is exceptionally beautiful.

A trail continues up the Yoho Valley, past Laughing Falls and the great Wapta Glacier, to the curious Twin Falls, whose divided waters unite in one stream before reaching the depths below. Other pleasant excursions may be made to points of interest within a short distance of Field—such as the Fossil Beds, Aerial Silver Mines, Natural Bridge, Monarch Mine Cabins and the Grade Reduction Loops.

Summer camps are maintained by the Canadian Pacific Railway at convenient points throughout the Yoho Valley, so that the traveller who wishes to make a two or three-day trip on ponies through this romantic Alpine valley may count on good meals and a comfortable bed.

At Golden one reaches the Columbia River, which here flows north until it turns at the Big Bend for its southward flow to the Pacific Ocean. Golden is the junction for a new branch line of the Canadian Pacific Railway which runs between the Rockies and the Selkirk Mountains and passes through highly picturesque scenery past Lake Windermere to the Crowstest line of the Canadian Pacific Railway.

GLACIER

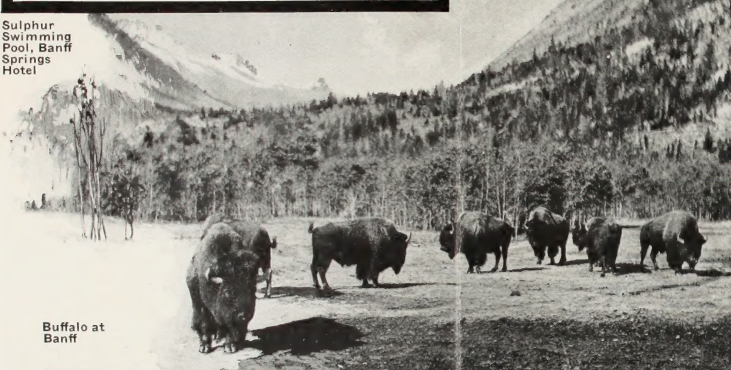
FROM Golden the road climbs up into the lap of the Selkirks.

At Glacier is the great Illecillewaet Ice River, from which the station draws its name. Here, too, is a Canadian Pacific hotel, with its sturdy guides and its wise and sure-footed ponies ready to carry the traveller to the foot of the glacier or over to the weird and little-known Nakimu Caves, with their subterranean halls and galleries and the rush of their black and hidden torrents. Mount Sir Donald towers a mile and a quarter above the railway.

Canadian Pacific Rockies



Sulphur
Swimming
Pool, Banff
Springs
Hotel



Buffalo at
Banff



Banff
Springs
Hotel



Tallyho
at Banff



Hoodoos
at Banff

Tallyho at
Lake Louise



Pacific Coast Tours



Chateau
Lake Louise

Valley of the
Ten Peaks



Moraine
Lake



Lake Louise,
from the Chateau

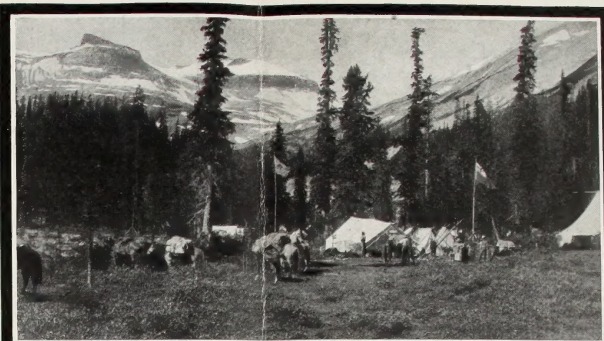
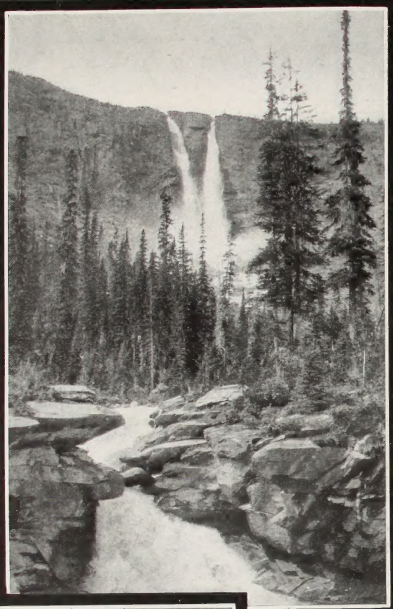


Lakes in the
Clouds

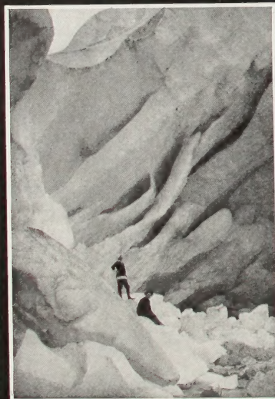


Canadian Pacific Rockies

Twin
Falls,
Yoho
Valley



Canadian
Pacific
Camp,
Yoho
Valley



Emerald Lake Chalet

Yoho Glacier



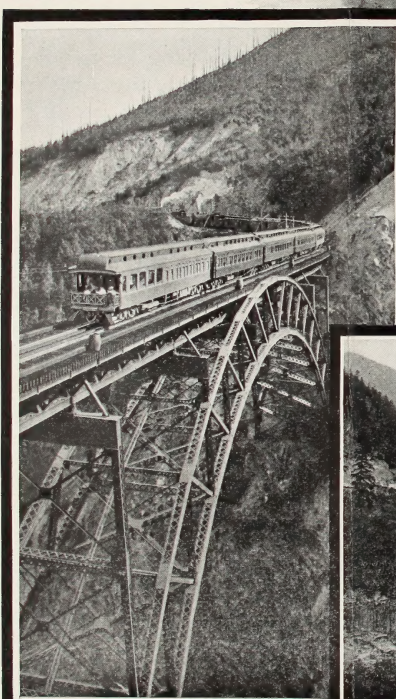
Field, B. C., and
Mount Stephen



Canadian Pacific Track
West of Banff

500 Miles of Mountain and Canadian Pacific

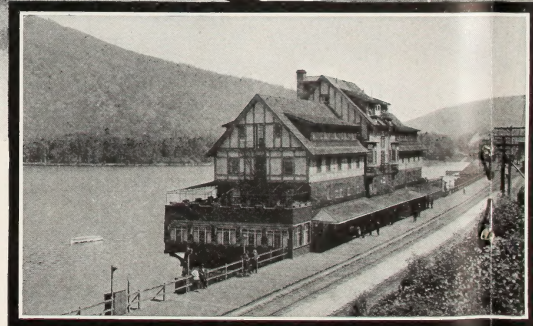
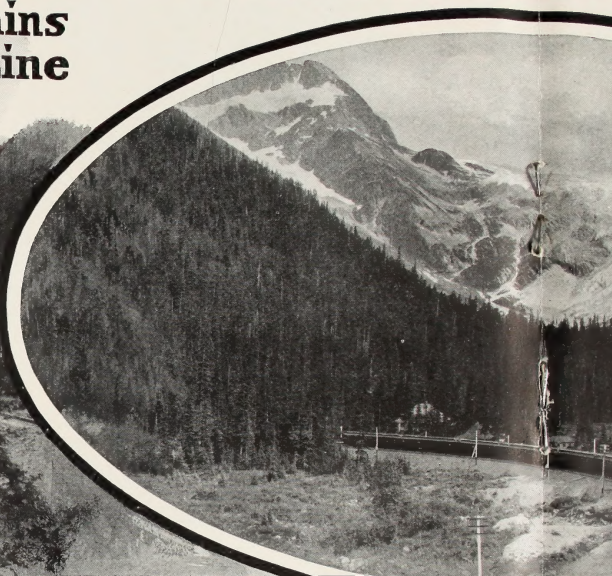
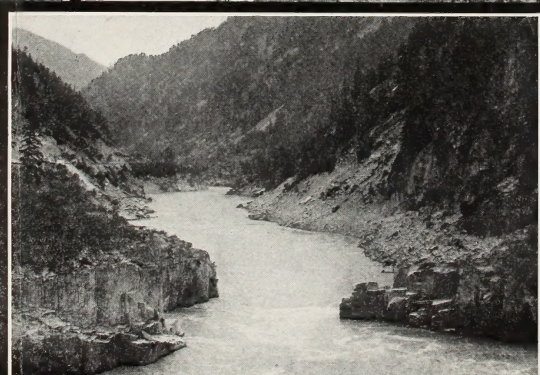
Seen from trains on the Main Line



Stoney
Creek
Bridge



The Loop,
Glacier, B. C.



Hell Gates

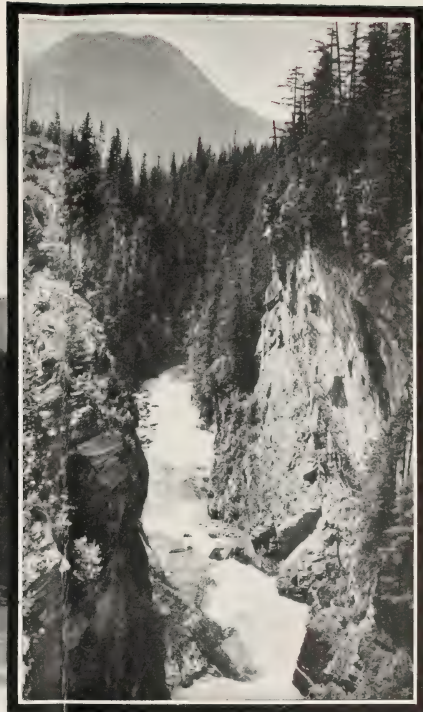
Si
Ho

Canyon in the Pacific Rockies

Imperial Limited
at Glacier, B. C.



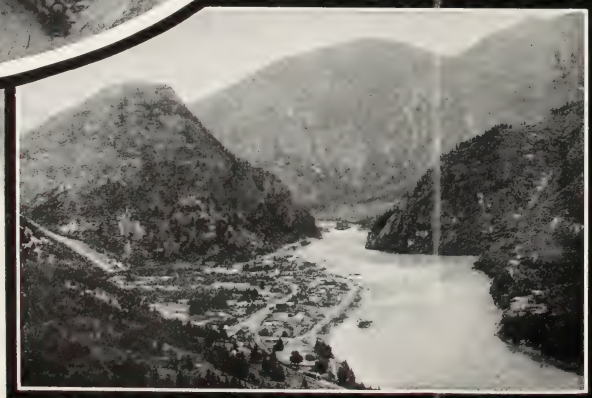
Albert
Canyon



Albert
Canyon



Sicamous
Hotel



Cisco Bridge

Yale, B. C.



On the
Fraser



Balsam Lake, Revelstoke

PONY TRIPS AND MOUNTAIN CLIMBING

Leading from the station a good trail follows the turbulent course of the Illecillewaet River to the Great Illecillewaet Glacier and Valley; other trails branch off in all directions, inviting and leading the mountain climber, explorer and lover of Nature to scenes of marvelous grandeur and enchanting beauty. Glacier Crest, Lake Marion and Observation Point are among the shorter and easier ascents. Mount Abbot is a day's climb, but not a difficult one. From its summit an exceptionally fine view is obtained of the Asulkan Valley. Easy trails also lead up to the summits of Eagle Peak and Mount Avalanche. The ascent of Mount Sir Donald is more difficult, but with the assistance of experienced guides may readily be accomplished.

An excellent trail leads to the Asulkan Glacier, through scenes of Alpine splendor, and the recently discovered Caves of Nakimu are only distant about seven miles from Glacier House by a good bridle path. These wonderful caverns have been formed by the action of water for ages upon the solid rocks, and form a series of chambers with large entrances, polished-rock ceilings and walls which sparkle with quartz crystals and reflect myriads of miniature lights from the darkness. At a short distance from Glacier the Canadian Pacific is boring a five-mile tunnel through the Selkirk Mountains, the longest tunnel in North America.

SWISS GUIDES

THE Company's own Swiss guides are stationed at Lake Louise, Field and Glacier, and may be engaged through the managers of the Canadian Pacific Railway hotels.

From Glacier, the route descending the western slope of the Selkirks follows the valley of the Illecillewaet through Albert Canyon, a marvelous gorge of great depth and startling fascination.

Pacific Coast Tours

Revelstoke is an important centre, from which there is water communication with the rich Kootenay and Boundary districts. At Sicamous an excellent hotel is operated by the Canadian Pacific Railway, and especially convenient for those who wish to stop off somewhere and make the all-daylight trip through the Canadian Pacific Rockies.

The Canyon of the Thompson is entered beyond Ashcroft. Its angry waters rush along in a perfect maelstrom, and after the junction with the Fraser at Lytton the scenery assumes an even wilder aspect. North Bend is situated in the heart of the Fraser Canyon, amid awe-inspiring surroundings. At Hope, junction will be made this summer with the new line of the Kettle Valley Railway serving Southern British Columbia.

Forty-two miles beyond Mission is Vancouver.

PRINCESS STEAMSHIPS BETWEEN VANCOUVER, VICTORIA AND SEATTLE

THE short but interesting trip on Puget Sound should not be omitted from the itinerary. If requested when purchasing, it will be included in through tickets without additional charge. (See route No. 1, on map.)

The Company's Princess steamships, operating on this route, are the fastest and best equipped in the Pacific coastwise trade.

ALL-RAIL ROUTE TO SEATTLE

FROM Mission a branch line runs southward to the International Boundary, connecting at Huntington with the Northern Pacific Railway. The St. Paul-Seattle through trains are operated over this route, and connection is made at Seattle for Tacoma, Portland, San Francisco, Los Angeles and other Pacific Coast points. (Route No. 2, on map.)

ALTERNATIVE ROUTE VIA THE KOOTENAY

DIVERGING from the main line of the Canadian Pacific at Medicine Hat, an attractive alternative route, between Medicine Hat and Revelstoke, is offered via the Crownsnest Pass Route, affording a most delightful steamer trip on the Kootenay River from Kootenay Landing to Nelson,

continuing by rail to West Robson, from which point another steamer trip may be enjoyed through the beautiful Arrow Lakes to Arrowhead, joining the main line at Revelstoke for continuance of trip to Vancouver.

A new route is expected to be ready this year, which will take the traveller from Nelson, via Grand Forks and Penticton and the orchard districts of the Okanagan Valley, over the Kettle Valley Railway, rejoining the main line at Hope. Grand Forks is the location of the largest copper smelter in the British Empire, is the gateway to the Boundary mining district, and is the centre of a fertile apple country. The Kettle Valley Railway traverses scenery of great beauty.

TO CALIFORNIA

PASSENGERS en route to California have the choice of either an overland trip or sea voyage from North Pacific Coast points. From Portland to San Francisco the picturesque Shasta Route, of the Southern Pacific, or the San Francisco and Portland Steamship Company may be used; from Victoria or Seattle steamers of the Pacific Coast Steamship Company maintain a regular service to San Francisco and Los Angeles.

ALASKA

THE Canadian Pacific Railway operates a weekly service between Victoria, Vancouver and Skagway during the summer season, with its own splendid Princess steamers.

VANCOUVER

THE Terminal of the Canadian Pacific's transcontinental rail lines and its trans-Pacific steamship routes, is the largest commercial centre in British Columbia, and has an excellent harbour nearly landlocked and fully sheltered. It faces a beautiful range of mountains that are tipped with snow the year round. Two peaks, silhouetted against the sky, remarkably resembling two couchant lions, are visible from almost any point in the city or on the harbour.

In and around Vancouver are immense lumber and shingle mills. Mining, lumbering, farming and shipping form the bulwark of the city's phenomenal growth and prosperity.

All kinds of water sports are possible at Vancouver, and are encouraged through a mild climate and extensive bodies of water. There are many bathing beaches, parks, boulevards, automobile roads and paved streets. Stanley Park, one of the largest natural parks in the world, is excellently maintained by the city.

Canadian Pacific Rockies



Mt.
Sir Donald,
Glacier,
B. C.



A Glacier
Pinnacle



Interior,
Nakimu Caves



Canadian
Pacific
Hotel
at Glacier



Illecillewaet
Glacier

Pacific Coast Tours



Vancouver Harbour,
from the Roof Garden
Vancouver Hotel



Canadian
Pacific
Hotel
at Vancouver



Big Hall Cedar,
Stanley Park,
Vancouver

Capilano
Canyon



Canadian
Pacific
Station
and Docks,
Vancouver

Canadian Pacific Rockies

Qualicum
Beach
Hotel,
Vancouver
Island



Parliament
Buildings,
Victoria,
B. C.

In the Harbour,
Victoria, B. C.



Malahat Drive,
Vancouver Island



Empress
Hotel,
Victoria,
B. C.



Skagway, Alaska

Hotel Vancouver, of the Canadian Pacific Hotel System, is second to none on the Pacific Coast, is conveniently located and has a high reputation for the excellency of its service. Wonderful views can be had from the roof of this great hotel.

It is only a short run by Canadian Pacific Railway steamer to Nanaimo, where the Esquimalt & Nanaimo Railway connects with the beauty spots of Vancouver Island.

From Vancouver the Company's famous Princess steamships offer splendid service to Victoria, Seattle, Northern British Columbia and Alaska; the "White Empresses" cross the Pacific to Japan and China. The Canadian Australasian line runs regularly from Vancouver to Honolulu, Suva (Fiji), New Zealand, and Australia.

VICTORIA

CHARMINGLY situated on Vancouver Island, overlooking the straits of Juan de Fuca, Victoria drinks in the sunshine and smiles at the traveller. It is distinctly a home city, with fine roads and beautiful gardens, although its enterprising business district, composed of imposing stores and tall office buildings, speaks of a rich commerce drawn from a territory full of mineral and agricultural resources. Victoria's beauty lies in her residential districts, her boulevards, her parks and her public buildings. The parliament buildings of British Columbia rank among the handsomest in America.

The Empress Hotel, another of the chain of Canadian Pacific institutions, gives the guest attention and service equalled only by the best in the land. It overlooks the inner harbour and is within a stone's throw of the Parliament buildings.

Pacific Coast Tours

From Victoria delightful excursions may be made into the interior of Vancouver Island, either by automobile or by the Esquimalt & Nanaimo Railway. The Malahat Drive is a luxuriously smooth and picturesque motor road. Excellent hotels are to be found at Shawnigan Lake and Qualicum Beach and a delightful little chalet inn at Cameron Lake. Mount Arrowsmith proves one of the best climbs and Qualicum Beach has a good, sporting golf course. There is no better fishing on the Pacific Coast than that which one finds on the Campbell River, reached by motor from Courtenay, the northern terminus of the Esquimalt & Nanaimo Railway. The immense Douglas fir forests on this beautiful island and the balmy climate make it wonderfully attractive to the tourist.

SEATTLE

SPLENDIDLY located on Puget Sound, mountain-girt and fringed with lakes, Seattle is the metropolis of the district she dominates. Situated on seven hills, many of which have been greatly altered by means of the steam shovel and the hydraulic plant to make highways for traffic, Seattle overlooks a beautiful harbour.

The gold fields of Alaska filter their treasure through her industries and her stores. The lumber camps and the farms of Washington add to her prosperity. The tallest of her buildings is forty-two stories, exceeded only by those of New York City.

TACOMA

TACOMA is to-day the second city in population in the State of Washington. Situated on a fine harbour, within easy access of many lakes and mountains. Mount Rainier is virtually in her dooryards; this isolated peak is 14,444 feet in height, perpetually snow-capped.

SPOKANE

SPOKANE has for years enjoyed the reputation of being one of the best lighted and most prosperous cities in the West. Within but short distances are huge smelters, mines, waterfalls, power plants and delightful scenery.

PORTLAND

PORTLAND, Oregon, famous for its roses, is so located as to permit trips of widely diverse nature. The steamer trip up the Columbia River into the Cascade Mountains is one of the most interesting. The Columbia Highway is a motor road leading along the bluffs overlooking the Columbia.

The ascent of Mount Hood requires only three or four days from Portland for the entire trip.

SAN FRANCISCO

SAN FRANCISCO is the nucleus of a metropolitan district composed of a cluster of cities on the Bay. She possesses over 800 miles of streets and 300 miles of street railway.

She revels in aquatic sports of all kinds, which are made possible at any time of the year because of an equable climate. History, too, has been kind to this city, leaving relics of early Spanish settlements which will ever be sights of interest.

Parks, elaborate and well designed, are thronged with people. The largest, Golden Gate Park, containing 1,013 acres, is a veritable fairyland of loveliness. The cafes, of which there are hundreds, are famed for their Bohemian life and their good cooking.

LOS ANGELES

LOS ANGELES gladdens the eye with its twenty-three public parks, containing 3,897 acres of lawns, flowers, hills, trees and lakes.

The architecture is varied and suggests the different parts of the world from which its residents have come. Famous for its beautiful homes, lovely gardens and fine hotels, Los Angeles is one of the most attractive cities in the United States.

SANTA CATALINA ISLAND

RISING abruptly from the ocean to mountainous heights, Santa Catalina Island is romantically beautiful. It lies off Los Angeles harbour about twenty-three miles westward. Colonies of friendly seals inhabit its rocky points. Glass-bottomed motor boats afford one astounding views of the strange marine gardens below the surface, where vast ferns form a dense forest peopled with fish of many colors and shapes.

SAN DIEGO AND ITS EXPOSITION

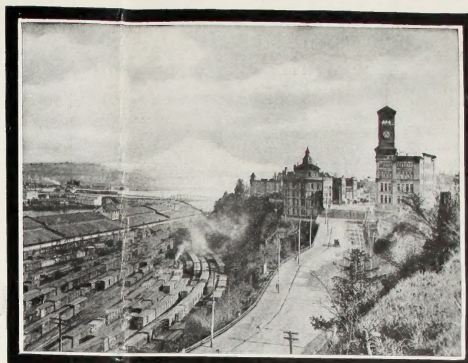
MANY of the exhibits from last year's World's Fair at San Francisco have been transferred to San Diego, which in this way has a particular appeal for those who could not visit the Coast in 1915.

The Hotel del Coronado at San Diego occupies grounds of royal beauty on the peninsula between bay and sea. Polo tournaments in winter and summer, with noted teams contesting for cups; yacht races, tennis, deep sea fishing contests under auspices of the Coronado Tuna Club, motor picnics, golf handicaps, and semi-weekly dances are among the amusements.

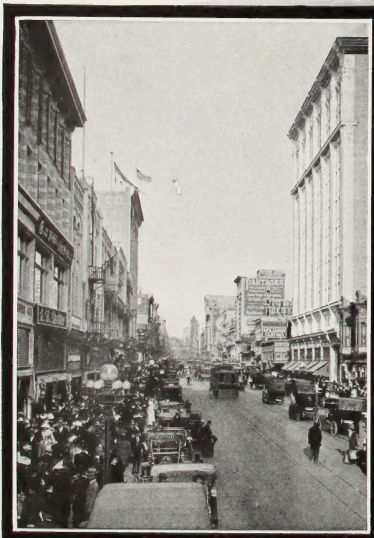
Canadian Pacific Rockies



Business District,
San Francisco



Gateway to
Tacoma,
Wash.



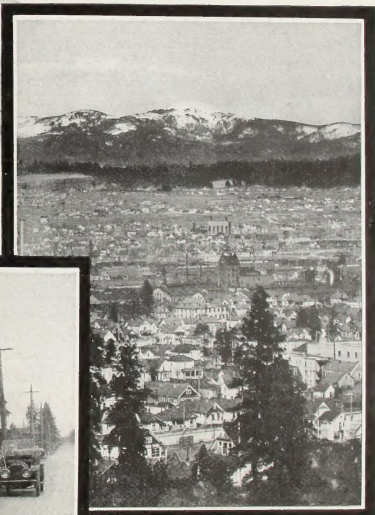
A Street in
Los Angeles



Seattle



Rose-Bordered Street,
Portland, Ore.



Spokane

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J. A. FLOW, Division Freight Agent, Vancouver
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GEO. H. SMITH, Division Freight Agent, Winnipeg
R. W. DREW, Division Freight Agent, Regina, Sask.
J. HALSTEAD, Division Freight Agent, Calgary
W. J. SMITH, General Freight Agent, London, Eng.
W. T. MARLOW, Import Freight Agent, Montreal
G. D. ROBINSON, Export Freight Agent, Montreal
J. O. AYERS, General Baggage Agent, Montreal
W. E. ALLISON, Assistant General Baggage Agent, Montreal
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C. R. HAYMAN, City Ticket Agent, Cor. Main and Portage
R. A. PRESTON, Traveling Pass'r Agent
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W. T. PAYNE, Mgr., Trans-Pac Line, C.P.O.S. (Ltd.), 14 Bund



CANADIAN PACIFIC RAILWAY

And Connecting Lines

TICKETING ROUTES

TO VANCOUVER AND SEATTLE	TO LOS ANGELES
From Montreal or Toronto to Vancouver or Seattle via the Canadian Pacific Railway and the Great Northern Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Los Angeles via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO SALT LAKE CITY	TO DENVER
From Montreal or Toronto to Salt Lake City via the Canadian Pacific Railway and the Great Salt Lake Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Denver via the Canadian Pacific Railway and the Denver & Rio Grande Railway of the United States. (See page 10 for details.)
TO SPOKANE	TO BUTTE
From Montreal or Toronto to Spokane via the Canadian Pacific Railway and the Great Northern Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Butte via the Canadian Pacific Railway and the Great Northern Railway of the United States. (See page 10 for details.)
TO PORTLAND	TO SEASIDE
From Montreal or Toronto to Portland via the Canadian Pacific Railway and the Great Northern Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Seaside via the Canadian Pacific Railway and the Great Northern Railway of the United States. (See page 10 for details.)
TO OREGON	TO CALIFORNIA
From Montreal or Toronto to Oregon via the Canadian Pacific Railway and the Great Northern Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to California via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO ARIZONA	TO TEXAS
From Montreal or Toronto to Arizona via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Texas via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO NEW MEXICO	TO FLORIDA
From Montreal or Toronto to New Mexico via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Florida via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO ALABAMA	TO MISSISSIPPI
From Montreal or Toronto to Alabama via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Mississippi via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO LOUISIANA	TO GEORGIA
From Montreal or Toronto to Louisiana via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Georgia via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO SOUTH CAROLINA	TO VIRGINIA
From Montreal or Toronto to South Carolina via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Virginia via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO NORTH CAROLINA	TO TENNESSEE
From Montreal or Toronto to North Carolina via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Tennessee via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO MISSOURI	TO ILLINOIS
From Montreal or Toronto to Missouri via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Illinois via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO INDIANA	TO OHIO
From Montreal or Toronto to Indiana via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Ohio via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO KENTUCKY	TO MISSOURI
From Montreal or Toronto to Kentucky via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Missouri via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO ARKANSAS	TO LOUISIANA
From Montreal or Toronto to Arkansas via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Louisiana via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO OKLAHOMA	TO TEXAS
From Montreal or Toronto to Oklahoma via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Texas via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO NEBRASKA	TO KANSAS
From Montreal or Toronto to Nebraska via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Kansas via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO MINNESOTA	TO WISCONSIN
From Montreal or Toronto to Minnesota via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Wisconsin via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO IOWA	TO MISSOURI
From Montreal or Toronto to Iowa via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Missouri via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO NEBRASKA	TO KANSAS
From Montreal or Toronto to Nebraska via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to Kansas via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
TO SOUTHERN CALIFORNIA	TO CALIFORNIA
From Montreal or Toronto to Southern California via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)	From Montreal or Toronto to California via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)

OPTIONAL ROUTES

- The following optional routes are available for passengers traveling by rail to various points in the United States and Canada. These routes are subject to the availability of trains and the payment of the appropriate fares. For full details, see the Canadian Pacific Railway timetable.
- From Montreal or Toronto to Vancouver or Seattle via the Canadian Pacific Railway and the Great Northern Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Los Angeles via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Salt Lake City via the Canadian Pacific Railway and the Great Salt Lake Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Denver via the Canadian Pacific Railway and the Denver & Rio Grande Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Spokane via the Canadian Pacific Railway and the Great Northern Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Butte via the Canadian Pacific Railway and the Great Northern Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Portland via the Canadian Pacific Railway and the Great Northern Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Seaside via the Canadian Pacific Railway and the Great Northern Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Oregon via the Canadian Pacific Railway and the Great Northern Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to California via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Arizona via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Texas via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to New Mexico via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Florida via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Georgia via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Tennessee via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Mississippi via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to South Carolina via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to North Carolina via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Virginia via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Kentucky via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Missouri via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Arkansas via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Louisiana via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Oklahoma via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Texas via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Nebraska via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Kansas via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Minnesota via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Wisconsin via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Iowa via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Missouri via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Nebraska via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Kansas via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Oklahoma via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Texas via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to New Mexico via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Arizona via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to California via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)
 - From Montreal or Toronto to Southern California via the Canadian Pacific Railway and the Santa Fe Railway of the United States. (See page 10 for details.)

No expensive side trips necessary.
The Canadian Pacific Railway is built directly through the Canadian National Park and the Canadian Pacific Rockies. Over 300 continuous miles of the most magnificent scenery in the world may be viewed from the trains.
See that your ticket includes coupons for the delightful 165-mile Puget Sound Steamship trip between Vancouver, Victoria and Seattle; no extra charge.

POINTS SHOWN ON MAP IN RED INDICATE LOCATION OF CANADIAN PACIFIC HOTELS



SCALE OF MILES

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PACIFIC COAST TOURS.



THROUGH-THE
CANADIAN PACIFIC ROCKIES